

SHEEHAN'S LETTERS.

(Continued from First Page.)

would rather you would say plain "Mr. Sir," so many people are going around with titles who have no right to them that I do not want to be placed among them.

Major Seale's subpoena called for the production of certain correspondence between himself and Police Commissioner Sheehan in regard to his application for reappointment as a messenger in the Police Department. The witness said he was not in town when the subpoena was left at his home, and that was the reason why he had not responded. He had looked everywhere for the correspondence, but had not been able to find it.

"Have you looked everywhere for it?" "Yes, but I suppose in cleaning house the letters were lost."

"Where were they?" "In Philadelphia."

Major Seale could not remember whether he had talked with any one about testifying before the Committee about his unjust treatment by the Civil Service Board or not.

"Does the salary cut in your head interfere with your testimony?" Major Seale asked Mr. Goff.

"Yes, that and the heat. That affects you, too, I suppose, Mr. Goff."

Promised an Appointment.

"Haven't you talked with people about your correspondence with Commissioner Sheehan, about your application as messenger?"

"All I said was that as I was at the head of the list I ought to have had an appointment. I wrote and received an answer that as soon as there was a vacancy I should have been placed."

"Didn't you tell somebody \$100 had been paid to you for destroying those letters?"

"Never in my life."

"Didn't you say that you had been told not to appear here before this committee?"

"No, sir."

"And that they had sent you to Philadelphia to get you out of the witness stand?"

"Never in my life," replied the witness solemnly.

I suppose that man told you that," continued Seale, pointing to a man behind Mr. Goff, who proved to be one of the detectives of the Parkhurst Society. "He came to my place the other day, and I said to put him off the dock because he was drunk and am afraid that your Society should employ such a man, Mr. Goff."

Got It in the War.

The Major became very indignant when Mr. Goff asked him if he saw on his head was not caused by a brickbat thrown in a Thompson street fight and not a sabre cut.

"Of course, it was not. You know it yourself," he replied.

The Major said he had given his word of honor as a soldier to tell the truth, and he repeated this as a stronger assurance than an oath.

Mr. Goff said it might have been in Sullivan street that the light occurred.

"Where's Sullivan street?" I don't know, I never go there. I wish you wouldn't ask such superfluous questions, Mr. Goff. I always had a great admiration for you, but I am losing it now, I assure you, Mr. Goff.

"Well, let us resume our friendly relations, again, Mr. Goff," said Mr. Goff blandly.

I will, if you will not mention Sullivan or Thompson street again, Mr. Goff, settling down in his chair.

"You were formerly a clerk in the Dock Department?"

"Yes, sir; in the Chief Engineer's Department."

"Yes, sir."

"Because they imposed mental duties upon you?"

What! Carry sandwiches!

"I don't care to say."

"You didn't want to carry sandwiches, for instance?"

"Yes, sir. They couldn't ever make me do that. They wouldn't have dared to ask me to do that, Mr. Goff, I assure you."

"Didn't you tell people you wanted to have the Civil Service Board investigated and were willing to testify before this Committee of how unjustly you had been treated?"

"No, sir; never."

"You talk with somebody about it?"

"Yes, I had a talk with Lawyer Graess, but that was before I received the first subpoena."

"As a matter of fact, Major, after you received your subpoena did you not go around shaking up the Civil Service officials, and threaten to testify against them if they did not give you a place?"

"No, sir, I never did."

"Will you swear that you didn't go to any public official with threats?"

"Well, I did go to Deputy Commissioner Holahan, of the Civil Service Department, and demanded a place, as a matter of right, as an old soldier. I did this after consulting with some friends, also veterans of the war."

Appointed the Same Day.

"When did you visit Mr. Holahan?"

ment by the Public Works, and told me

that he had promised to him if he would forget what he had said he could testify to and lose the papers they had ordered him to produce.

Still Had the Papers.

"Then he told me he had still got his papers, and had looked them up, and would keep them, so that I did not get the place he ever got," he said. "Those are the very words he said."

Continuing Mr. O'Connor said that on June 15 he spoke to Agent Bennett about the matter, and the latter suggested that he should go around to the Public Works Department and see whether Seale had got his appointment. Bennett went there and found that the Major had received his appointment on that day to the public bath at the foot of Market street.

Mr. O'Connor said that he had until March 1, been employed for four years at the New York and New Haven Railroad docks as dockmaster, and prior to that for five years he had been with the Monahan Steamship line.

"While there I did not ever pay any policeman for looking out for the trucks or goods on the docks."

"No, sir, I don't know that no money was paid for that purpose. Mr. Holahan, the assessor, told me that he was offered an opportunity to look out for the trucks, but he had refused to be blackmailed, and he would get them removed, but he would give them no money."

Frequently Approached.

"Did any ever approach you?"

"I was once approached by a man named Judd of the Steamboat squad. He wanted about \$150 a week and wanted me to get him on the payroll. He said he would put him down as 'Teddy McInnis, or anything I wanted to.'"

"He said he was a member of the Steamship Company as General Passenger Agent, and that he had paid money to the police, consisting of Sergeant Lewis, of the Broadway squad; Officer Murphy, of the steamboat squad, and a roundabout man whose name he could not remember, for getting people to buy tickets for the Monahan line."

"The witness said he had seen the officers mentioned had since been retired."

"They used to get a commission of \$50 for the sale of every cabin ticket and \$4 for every steerage ticket they sold."

"I have paid them as high as \$100 a week during the busy season."

"Then the witness said he was with the Metropolitan Express Company, and in 1880 he was engaged by the New Haven Railroad to look after the dock at the foot of Montgomery street."

Did he say what he wanted the money for?"

"He only said it was necessary for the boys, but he was looking for it. By the old man I know he meant the Captain."

"Did he say anything about the Captain?"

"No, he never told me that."

"No, he never told me that," continued O'Connor, "and when I told Judd what he said he was very angry. He said he was a mean knave and that our was the only dock that did not pay something."

"Do you know anything about ships paying extra for the privilege of docking?"

Ships Pay, Also.

"Yes, I have heard that this was the general custom."

The witness said that there were other docks on the New Haven Railroad. One was Officer Murtha, who was removed and detailed to Pier 3, E. R. When he was removed he said he was sorry to go, but the Captain or Sergeant wanted to put him on a dock where he could make some money."

He also knew Officer Bradshaw and Officer Murphy, who were both removed from the dock at the Madison Square Garden.

SAYS MCCLAVE WILL STICK.

The Commissioner's Son Tells of His Father's Plans.

Albert McClave, son of Police Commissioner McClave, denied this morning that his father contemplated resigning from the Police Department.

"I have heard that he might do so," said the Commissioner's son, "but he certainly would not resign at the present time in view of all that has happened. When the story was first published I asked my father about it and he said there was absolutely no truth in it. He will serve out his full term."

Albert McClave added that his father was recovering slowly but surely.

"There is no cause for alarm whatever as to his condition," he said. "His physicians think he is progressing favorably, but they will not allow him to transact any business for a long time to come. He will go to his country home, and will probably spend the entire summer there. It may be six months before he is ready to settle down to work again."

"It is true that Granger has sent several letters to my father, but they have all been ignored. The servants have been ordered not to admit anyone near the place on penalty of dismissal."

No one at Police Headquarters had heard anything of the police commissioner's resignation, Commissioner Murray declared to be in the dark on the subject.

ONLY TWO BODIES CLAIMED.

Swedish Singing Society Will Bury Mrs. Nelson.

The bodies of Kate Higgins and Mrs. Nelson, who were drowned with Mrs. Nelson's husband, boy and brother, named Anderson, by the capsizing of a catboat off Fifty-fifth street, South Brooklyn, Sunday, were claimed at the Morgue this morning. The body of Kate Higgins was covered last night off the foot of Fifty-fifth street.

By her father, John Higgins, of 59 Hicks street.

John Murphy, an undertaker, of 206 Van Brunt street, called for the body of Mrs. Nelson. Undertaker Murphy said he had been commissioned by a Swedish singing society, of which Mrs. Nelson was a member, to bury the body.

The body of Anderson is still at the Morgue waiting to be buried. The only survivor of the party, is still at the Norwegian Hospital, unless someone claims her son she will become a charge on the county.

Three bodies have so far been recovered.

John Johnson, an employee of one of the hotels at Long Branch, has applied to Public Administrator Davenport for the body of the effect of the Nelson family. He says he is a relative of Mrs. Nelson.

CURES OTHERS.

The system is rendered proof against disease when the blood is pure and the liver is healthy. For the liver is the sentinel which permits or forbids the germs of disease to enter the circulation of the blood. To a congested, torpid and diseased liver can be traced many dangerous diseases.

I was taken sick with the liver and the doctors could give me no relief. I was using five bottles of Dr. Williams' Pink Pills for Pale People, and I was cured. I am now a well man. I can do my work and I am sixty-five years old. For any one suffering from the liver, I would advise them to use Dr. Williams' Pink Pills. I can give you the name of the doctor who cured me. Dr. J. T. BENTLEY. THOMAS J. BENTLEY. Randolph, California, Cal., N. Y.

WHY NOT YOU?

NO BODIES TO BE FOUND.

(Continued from First Page.)

from his helmet and rose to the surface. He walked off towards the twin lights and his movements were followed for about a hundred feet by this means, but the sea was so rough that the bubbles could not be seen beyond that distance.

At the request of "The Evening World" reporter, Tender Nelson signalled repeatedly to the diver to come to the surface, fearing that in his anxiety to locate the wreck he might take risks that would result fatally. Rice answered these signals by calls for more rope.

Even the signaling was difficult, owing to the high sea running, and after signaling to the diver several times and receiving no response "The Evening World" men gave imperative orders to have the diver hauled to the surface.

Fearful for Rice's Safety.

Capt. De Nevelis jumped down to the lower deck, and, looking out over the life line, "The Evening World" reporter had relieved the crew at the air pump and were turned to the life line, fearing by the thought that the air they were forcing down to the bottom of the ocean would be used by the diver to escape.

A few minutes of hard pulling on the life brought the air bubbles within view again, but they would have come to the surface even had they been dead.

A few minutes more and the copper helmet of the diver bobbed to the surface. It could be seen that the diver was at least alive. He was hauled over the side and was found to be a disabled man. Five minutes of hard pulling on the life brought the air bubbles within view again, but they would have come to the surface even had they been dead.

As it was lifted off his head it was seen that he was laughing, and his first remark was, "What's the matter with you fellows?"

I had just got alongside the wreck when you came, and I was very glad to see you. It was explained that no answer had been returned to the signals sent to him and this had led the watchers to feel that something was wrong.

Tender Nelson's skill in handling the lines rendered the task of the diver from the bottom less dangerous than it would otherwise have been. In unusual hands he might have been dashed against the side of the tug, or the iron cables might have been cut, or he might have been killed. Even as it was the feat was one fraught with peril. Diver Rice brought up a handful of white sand and said the bottom was all like that, and as smooth as a board.

A breathing spell of a few minutes. Diver Rice said the wreck was right side up and listed over. Said he was preparing to climb out of the life line three or four feet, but he was very tired, though the outline of the dark hull was quite plain. The outline of the upper part of the wreck appeared jagged. This could be seen by looking upward.

He Makes Another Descent.

Diver Rice then desired to have his helmet put on so that he could go down again. He was hauled over the side and was found to be a disabled man. Five minutes of hard pulling on the life brought the air bubbles within view again, but they would have come to the surface even had they been dead.

After a breathing spell of a few minutes. Diver Rice said the wreck was right side up and listed over. Said he was preparing to climb out of the life line three or four feet, but he was very tired, though the outline of the dark hull was quite plain. The outline of the upper part of the wreck appeared jagged. This could be seen by looking upward.

Could See No Bodies.

He said that he had gone carefully over the ground on both sides of the wreck, thinking perhaps that the bodies might have been picked up either by the tide or the eddies against the hull. He had seen no bodies nor any traces of any.

After examining the wreck," said Rice, "I half climbed the hull on one side, and then did the same thing on the other side, and felt my way about for about ten feet in circles, searching for anything that might have belonged to the crew."

This time the answers to tender Nelson's signals came more promptly. It was about half past one when he did not again come to have his movements interfered with.

One hour and twenty minutes after Rice's second dive he signalled to be pulled up. He had a narrow escape this time from being dashed against the iron ladder, his helmet just grazing it. His helmet was quickly unsecured and Rice came on board.

Could See No Bodies.

He said that he had gone carefully over the ground on both sides of the wreck, thinking perhaps that the bodies might have been picked up either by the tide or the eddies against the hull. He had seen no bodies nor any traces of any.

After examining the wreck," said Rice, "I half climbed the hull on one side, and then did the same thing on the other side, and felt my way about for about ten feet in circles, searching for anything that might have belonged to the crew."

This time the answers to tender Nelson's signals came more promptly. It was about half past one when he did not again come to have his movements interfered with.

One hour and twenty minutes after Rice's second dive he signalled to be pulled up. He had a narrow escape this time from being dashed against the iron ladder, his helmet just grazing it. His helmet was quickly unsecured and Rice came on board.

Could See No Bodies.

He said that he had gone carefully over the ground on both sides of the wreck, thinking perhaps that the bodies might have been picked up either by the tide or the eddies against the hull. He had seen no bodies nor any traces of any.

After examining the wreck," said Rice, "I half climbed the hull on one side, and then did the same thing on the other side, and felt my way about for about ten feet in circles, searching for anything that might have belonged to the crew."

This time the answers to tender Nelson's signals came more promptly. It was about half past one when he did not again come to have his movements interfered with.

One hour and twenty minutes after Rice's second dive he signalled to be pulled up. He had a narrow escape this time from being dashed against the iron ladder, his helmet just grazing it. His helmet was quickly unsecured and Rice came on board.

Could See No Bodies.

He said that he had gone carefully over the ground on both sides of the wreck, thinking perhaps that the bodies might have been picked up either by the tide or the eddies against the hull. He had seen no bodies nor any traces of any.

After examining the wreck," said Rice, "I half climbed the hull on one side, and then did the same thing on the other side, and felt my way about for about ten feet in circles, searching for anything that might have belonged to the crew."

This time the answers to tender Nelson's signals came more promptly. It was about half past one when he did not again come to have his movements interfered with.

One hour and twenty minutes after Rice's second dive he signalled to be pulled up. He had a narrow escape this time from being dashed against the iron ladder, his helmet just grazing it. His helmet was quickly unsecured and Rice came on board.

Could See No Bodies.

He said that he had gone carefully over the ground on both sides of the wreck, thinking perhaps that the bodies might have been picked up either by the tide or the eddies against the hull. He had seen no bodies nor any traces of any.

After examining the wreck," said Rice, "I half climbed the hull on one side, and then did the same thing on the other side, and felt my way about for about ten feet in circles, searching for anything that might have belonged to the crew."

This time the answers to tender Nelson's signals came more promptly. It was about half past one when he did not again come to have his movements interfered with.

One hour and twenty minutes after Rice's second dive he signalled to be pulled up. He had a narrow escape this time from being dashed against the iron ladder, his helmet just grazing it. His helmet was quickly unsecured and Rice came on board.

Could See No Bodies.

He said that he had gone carefully over the ground on both sides of the wreck, thinking perhaps that the bodies might have been picked up either by the tide or the eddies against the hull. He had seen no bodies nor any traces of any.

After examining the wreck," said Rice, "I half climbed the hull on one side, and then did the same thing on the other side, and felt my way about for about ten feet in circles, searching for anything that might have belonged to the crew."

This time the answers to tender Nelson's signals came more promptly. It was about half past one when he did not again come to have his movements interfered with.

HIS TUG WAS OVERLOADED.

(Continued from First Page.)

communicate with a number of witnesses whom he wished to have present. Charles Kirchner testified that he was the housekeeper of the Herring Fishing Club.

"I made the arrangements with the Superintendent of the Herring Fishing Club to take the Club to the fishing banks and return. We were to pay \$50 a week for the use of the Club, but the Superintendent said that the Club was engaged. The Nicol, he said, was better looking and could carry thirty-five persons."

"Are you sure of that?" "Yes, sir."

"How many people were there on board?"

"Well, after leaving Pier 3 we collected sixty-three tickets. It is doubtful there were seven hundred members of the crew and about eight or ten others on board."

"That makes over eighty people?" "Yes, sir; about eighty-six or eighty-seven."

"The people were not counted as they came on board, but I saw that the Nicol, he said, was better looking and could carry thirty-five persons."

"Did you carry any liquor on board?" "Yes, I did. I carried about 110 cases of beer, one quart of whiskey and 40 pounds of ice. It was sold for the benefit of the Club, and the beer was emptied when the tug went down. I did not see any drunkenness among the passengers."

"I can't say that the crew or officers of the tug were drunk, but I saw that the Nicol, he said, was better looking and could carry thirty-five persons."

"If they had remained on the other side of the boat they would have been small overboard. The boat was being driven over the left side of the vessel in big waves, and it looked dangerous for any one to be there."

Kirchner said in conclusion that his arrangements with the company for chartering the tug were made in writing, but that he had lost the papers.

Engineer Farrell Testifies.

Engineer Farrell testified that he was a licensed engineer of the first class, and had been employed on the tug for about nine years. He received orders previous to the final one to slow down just before the vessel sank. The accident occurred in his opinion, by the passengers all running on the port side. The boat took no water on board to speak of, and it was not necessary to run the pumps.

Farrell's story and said in addition that some of the passengers crowded into the fore-cabin. He drove them out, and then seeing danger ahead ran on deck with the engineer and out loose the life-boats.

Capt. Hyde was recalled. He said that the tug carried a metal life-boat, a life-preserver and a life-preserver. A few life-preservers were scattered about the cabin. He couldn't say how many.

"Was the boat containing the life-preservers locked or chained?" "I think it was open. I don't know that any of them were locked or chained."

"Did you give any orders for the manning of the life-boats or for the distribution of the life-preservers when you saw that the vessel was in danger?" "I did not."

"Why not? It was your duty, wasn't it?" "Well, there wasn't time to do anything."

"You had time to warn the passengers to get over on the starboard side, didn't you?" "Yes, I yelled to them twice. The last time I yelled out: 'For God's sake, get on the other side of the boat.'"

"You gave no order to the crew?" "Yes, I ordered them to get the passengers on the other side of the boat. I did not think of the crew myself. I thought of the passengers."

"The sinking of the tug was caused by the passengers running on the port side of the vessel?" "Yes, that is what I think."

"Did you think she had on board any more passengers than she could safely carry?" "If the passengers had done as I ordered we would have carried them without trouble."

One hour and twenty minutes after Rice's second dive he signalled to be pulled up. He had a narrow escape this time from being dashed against the iron ladder, his helmet just grazing it. His helmet was quickly unsecured and Rice came on board.

Pilot Kelly a Guest, Only.

"No, he came as my guest, and to cover the tug for the license did not extend beyond the Hook."

"Then he wasn't hired as a deep-sea pilot?" "No."

After a deck hand on the Nicol, said he had seen the bodies of the Captain and crew of the tug were picked up either by the tide or the eddies against the hull. He had seen no bodies nor any traces of any.

After examining the wreck," said Rice, "I half climbed the hull on one side, and then did the same thing on the other side, and felt my way about for about ten feet in circles, searching for anything that might have belonged to the crew."

This time the answers to tender Nelson's signals came more promptly. It was about half past one when he did not again come to have his movements interfered with.

One hour and twenty minutes after Rice's second dive he signalled to be pulled up. He had a narrow escape this time from being dashed against the iron ladder, his helmet just grazing it. His helmet was quickly unsecured and Rice came on board.

Could See No Bodies.

He said that he had gone carefully over the ground on both sides of the wreck, thinking perhaps that the bodies might have been picked up either by the tide or the eddies against the hull. He had seen no bodies nor any traces of any.

After examining the wreck," said Rice, "I half climbed the hull on one side, and then did the same thing on the other side, and felt my way about for about ten feet in circles, searching for anything that might have belonged to the crew."

This time the answers to tender Nelson's signals came more promptly. It was about half past one when he did not again come to have his movements interfered with.

One hour and twenty minutes after Rice's second dive he signalled to be pulled up. He had a narrow escape this time from being dashed against the iron ladder, his helmet just grazing it. His helmet was quickly unsecured and Rice came on board.

Could See No Bodies.

He said that he had gone carefully over the ground on both sides of the wreck, thinking perhaps that the bodies might have been picked up either by the tide or the eddies against the hull. He had seen no bodies nor any traces of any.

After examining the wreck," said Rice, "I half climbed the hull on one side, and then did the same thing on the other side, and felt my way about for about ten feet in circles, searching for anything that might have belonged to the crew."

This time the answers to tender Nelson's signals came more promptly. It was about half past one when he did not again come to have his movements interfered with.

One hour and twenty minutes after Rice's second dive he signalled to be pulled up. He had a narrow escape this time from being dashed against the iron ladder, his helmet just grazing it. His helmet was quickly unsecured and Rice came on board.

Could See No Bodies.

He said that he had gone carefully over the ground on both sides of the wreck, thinking perhaps that the bodies might have been picked up either by the tide or the eddies against the hull. He had seen no bodies nor any traces of any.

After examining the wreck," said Rice, "I half climbed the hull on one side, and then did the same thing on the other side, and felt my way about for about ten feet in circles, searching for anything that might have belonged to the crew."